









**THE GYMNASIA STAKES**, value \$150; presented by the Gymkhana Committee, added to a sweepstake of \$5 each for subscription of any season; winners and previous non-winners excluded; first pony to receive 70 per cent; second, 30 per cent; third, 10 per cent; weight for inches as per scale. One mile.

Dr. Noble's g. Hongkong 11st 1lb Mr. Master, 1  
Mr. Buxey's g. Sport 11st 4lb Mr. Russell, 2  
Mr. Stern's g. Dacapo 10st 11lb Mr. Cox, 3  
Mr. Neighbour's Landsturm 11st 7lb Mr. Jones, 4  
Mr. O'Brien's g. Grey 11st 1lb Mr. Gedge, 5  
Mr. Sam's ch. Sunflower 10st 11lb Mr. Fenwick, 6  
Mr. Waylong's br. Camshaft 11st 1lb Mr. Sampson, 7

Won by Hamburg, ridden for all he was worth by Mr. Master, by half a length from Sport in 2m 12secs; Dacapo a fair third.

**THE RUN-OFF.**

At 2.45 Glenmore (Mr. Crawford) and White Rose (Mr. Russell) who ran a dead-heat for first place in the Glenmore Cup, were at the post, and at the first attempt Mr. Russell's horse won by a length from the other. Glenmore was leading by half a length. The positions were unchanged until the ascent of the hill was commenced when Mr. Russell made an effort to lead. White Rose failed to catch the leader before the Rock was passed, but he made a vigorous effort passing the village, getting on even terms. Mr. Crawford thereupon set to work on Glenmore and his mount, responding gamely, forged ahead, entered the straight with half a length to the good end, increasing the distance between himself and White Rose at every stride, won pretty easily by a good length in 2m 45, sec. 4.4, 23 seconds slower than in the original race.

**TIPS FOR TO-MORROW.**

"Early Bird" sends us the following tips for to-morrow:

**Grand Stand Stakes (once round)—**  
Glendubb ..... 1  
Polo ..... 2  
Silver Bell ..... 3

**Challenger's Purse (1 mile)—**  
Sport ..... 1  
Gandell ..... 2  
Dacapo ..... 3

**Challenger's Cup (1 mile)—**  
Pineapple ..... 1  
Sinbad ..... 2  
Surprise ..... 3

**Ladies' Purse (1 mile)—**  
Heatherbell ..... 1  
Congo ..... 2  
Comet ..... 3

**Robinson Challenge Cup (1 mile)—**  
Humburg ..... 1  
Gandell ..... 2  
Hastaway ..... 3

**Purser's Cup (1 mile)—**  
Bomberg ..... 1  
Shirley Williams ..... 2  
Comptroller ..... 3

**Phalanx Stakes—**  
Crabapple ..... 1  
Glendubb ..... 2  
Foeman ..... 3

**Consolation Stakes (once round)—**  
Straightforward ..... 1  
Tocin ..... 2  
Congo ..... 3

**The Champion Stakes (1 mile)—**  
Respecting this great event I cannot do better than place the odds as follows:

Pineapple (Mr. Master) ..... 1  
Black Eagle (Mr. Russell) ..... 2  
Red Fish (Mr. Gresson) ..... 3  
Doubtful (Mr. Buck) ..... 4  
Glendubb (Mr. Crawford) ..... 5  
Sinbad (Capt. Hunt) ..... 6

It may be added that if Sinbad wins the Challenge Cup he will also be likely to win the Champion, but, as he was beaten by Pineapple to-day, I am inclined to think his chances in this event are not good.

**NIL DESPERANDUM (1 mile)—**  
Landsturm ..... 1  
Query ..... 2  
Chin-chin ..... 3

**THE PROGRAMME.**

The following is the programme for to-morrow's races:

**THIRD DAY, FRIDAY, 19TH FEBRUARY.**

**THE GRAND STAND STAKES**, value \$150; second pony to receive \$50; third, \$25; for China ponies *bona fide* getting date of entry; winner of one race (this extra) of two races 7lbs. extra; and of three or more races 9lbs. extra; subscription griffins non-winners allowed 5lbs.; entrance \$5. Once round.

**THE CIVIL SERVICE PURSE**, presented; second pony to receive half the entrance fees; for subscription griffins of this season, 1896-97; weight for inches as per scale; previous winners 7lbs. extra; penalties accumulative; entrance \$5. One mile.

**THE CHALLENGER'S CUP**, value 100 guineas; for China ponies; to be won two years consecutively by a pony or ponies the *bona fide* property of the same owner; first pony to receive 70 per cent. of the entrance fees; weight for inches as per scale; entrance (forced) \$5, but optional to subscription griffins of this season, 1896-97. One mile and three quarters.

**THE LADIES' PURSE**, value 100 guineas; weight for inches as per scale; winners at meeting other than subscription griffins 5lbs. extra; unplaced ponies allowed 5lbs. previous non-starters at the meeting 2lbs. extra; entrance \$5. Seven furlongs.

**THE ROBINSON CHALLENGE CUP**, presented by H.E. Sir Wm. Robinson, K.C.M.G.; for subscription griffins of this season; to be won twice by ponies the *bona fide* property of the same owner or owners; first pony to receive 70 per cent. of the entrance fees; second 30 per cent; third 10 per cent; weight for inches as per scale; previous winners of the Glenmore and (or) Tel Yok Fong Cups 10lbs. extra; winners of any other races 5lbs. extra; entrance fee \$10. One mile and a half.

**THE PURSER'S CUP**, presented; second pony to receive \$50; for China ponies; weight for inches as per scale; winners of one race at this meeting 5lbs. extra; of two or more races 7lbs. extra; unplaced ponies allowed 5lbs; entrance \$10. One mile and a quarter.

**THE PHALANX STAKES**, value \$150; second pony to receive 70 per cent. of entrance fees; third 30 per cent; for China ponies *bona fide* griffins on date of entry; weight for inches as per scale; previous winners at this meeting 5lbs. extra; penalties accumulative; unplaced ponies allowed 5lbs.; subscription griffins of the season, 1896-97, allowed 7lbs.; entrance \$5. From the two mile post once round and to.

**THE CONSOLATION STAKES**, a sweepstake of \$5 each with \$100 added; second pony to receive \$50; for beaten China ponies at this meeting; weight for inches as per scale. Once round.

**THE CHAMPION STAKES**, with \$500 added; for China ponies winners at this meeting only; a forced entry; entrance \$20; winner of two races \$30; of three or more \$50; weight for inches as per scale. One mile and a half.

**THE NIL DESPERANDUM STAKES**, a sweepstake of \$5 each with \$50 added; second pony to receive \$50; third pony \$25; for beaten subscription griffins of this season, 1896-97; weight for inches as per scale. Half a mile.

## AN AERONAUTIC WONDER.

A BIRD'S-EYE VIEW OF FOUR CONTINENTS.

There is at present in Hongkong a professional who occupies the unique position of being able to say that he has seen more of the world's surface from a "bird's-eye" point of view than any other man in the world. We refer to Mr. J. W. Price, the hero of some 600 successful balloon ascents at parachute descents, and who will give an exhibition here shortly. Mr. Price lately gave a *Telegraph* reporter some particulars of his career as an aeronaut and they should prove interesting.

"I was born," he said, in Springfield, Ill., U.S.A., in 1851, and after leaving school went into the "show" business, being a trapeze performer with Barnum in 1881. In that year I met L. N. Fiske, an aeronaut, whose assistant had lost his life in an ascent (or descent rather), in Missouri through falling in a creek. Fisk offered me an engagement although I had never been "up" before. I accepted and under his supervision made 23 successful ascents in 1881, in nearly all the States. A trapeze used to be attached to the balloon and I did my feats as it came down, there being no parachutes in those days. Leaving Fisk I went home and built a five balloon, which I called the "Monitor" after the leading Springfield paper. With this I went up 20 times to an average height of 5,000 ft.

"What is the sensation, when first ascending?" queried the scribe.

"Well, it is pleasant and exhilarating for a while, the sight of the earth dropping away from you giving a peculiar buoyancy of spirit. In fact to feel the thing properly, you should try it for yourself!" (The reporter bantered to decline.) When up about 5,000 ft. the air is more rarefied and you have some difficulty in breathing and you feel "windy" as if you had done a long fast run.

"Surely you have had some accident or mishap, Mr. Price?"

"Yes; after going up with the 'Monitor' 20 times I had a bad accident and nearly lost my life. It was in Nevada, in '84, I was coming down and the balloon burst when 2,000 ft. from the ground. I came with fearful force for while, and the fragments of the balloon inflated and so saved my life by breaking the fall. As it was I received injuries to the spine that kept me on my back for a year and my lower limbs were powerless for 18 months. This accident first gave me the idea of the parachute. As soon as I was well I resumed the work and until 1887 made many ascents in America. Baldwin now had come out with the first parachute in 'Prisco and I set to and made one on a plan of my own. With it I worked through 1888 and 1889 without accident. While performing for the Rio Grande Railway Co. at Salt Lake City I joined Prof. P. A. Van Tassel and went on tour with him. We left San Francisco and gave a display at Honolulu where poor Joe Van Tassel (Laurence) lost his life on November 16th, 1889. He was carried two miles out to sea and dropped, and before the steam launch could reach him the sharks had taken him. We showed no more there, and went on to Sydney where we had, gatherings of 7,000 and more people at Bondi, mine being the first parachute descent there. One time 11,000 people paid to enter the grounds. We then made a complete tour of the colonies and three lady aeronauts joined us. Van Tassel and I parted in Australia, he going away. I remained with Miss Violet and we made double ascents and had balloon races. The lady returned to the States and I went to the East, first stopping at Java. I showed there and also at Singapore, before the Sultan of Johore and his suite. At Colombo Sir Arthur Havelock, the Governor, witnessed the ascent, and I came down on the roof of a ladies' seminary, nearly going through it. Next I made for Mauritius and did good bits, and after this visited Madagascar travelling 250 miles inland to Antananarivo and ascended before the Queen and she treated me very handsomely. Then I returned to Tamatave and found my way to Durban, Natal, where I won up, and also in Pietermaritzburg, and Johannesburg, my taking at the last place being equal to 5,000 Hongkong dollars.

"Meet Oom Paul out there?"

"Yes, indeed; I had an interview with him, and went up in his presence. He's a queer old religious sort of Johnny and told me he could see no good to come from my going up in the air, and he thought it flying in the face of Providence. I beat his bet £500 a year and gave him for coffee money."

"Leaving the Cape," continued this modern Ulysses, "I went to England, Spain and Portugal. Only showed in the two last named countries; they're no use to showmen. In the latter part of 1895 I again visited Australia and, after a number of exhibitions in various cities, went on to Fiji, showing in Suva and Levuka. On again reaching Honolulu I joined a circus friend, Wilfred Barry, and toured the Hawaiian group, but did not show there. Hongkong, and went next to Singapore where I met an old friend from South Africa, Mr. Bertie Wilson, with his circus. At Bangkok, Siam, I went up from the Military Barracks and that ascent was most sensational. I happened to land in the palace enclosure, in the royal harem and fell some distance, hurting my leg. Immediately I was surrounded by armed female guards and their attitude was very threatening. I can assure you, they took me out of the courtyard and the ladies surrounded me. I thought some of them were going to bayonet me right away. A good-looking English lady, Miss Lloyd, a dressmaker or something of that sort, connected with the palace told me I was in very great danger as no white man had ever left the harem alive before. She stuck to me like a Trojan and kept the guards off until Prince Biddaph and Phra de Choa came along and they, to my intense relief, treated me kindly and got me outside. Our people outside were very much alarmed and I'm giving Eastern monarchs' palaces a wide berth now. We came next to China, and I went up in Hanoi from the Raccours, and came down five miles away in an ice-cold lake. Some villagers near by thought me something unnatural and ran off without attempting to render help.

"Oh! I must tell you that at Kimberly, South Africa, I came down in the diamond field, in a great enclosure full of the bluish soil, from which the diamonds were to be taken after it had been exposed to the weather. The guards were on my tail pretty smart, you bet."

"Two English balloonists, Corwell and Glasier, have gone higher than I, using gas balloons, but I fancy I hold a record for the hot air balloon. My total ascents number over 600."

"I suppose you have some systems of your own yet to introduce?"

"Yes; there is a sensational 'show' thing 'The Helicopter' to be made public and I am sending some new ideas for war balloons to the U.S. Government."

Mr. Price, who is a powerfully built man of medium height, has most of the characteristics of his enterprising countrymen, and he says if he goes up in Hongkong he guarantees his show will be the finest yet seen here. He has here the same balloon with which he made his ascents in Bangkok and Hanoi. He has quite a number of gold and silver medals presented by monarchs in various parts of the world.

## FORMOSA NOTES.

(From our own Correspondent.)

TAMU, February 15th.

The rainy season has at last arrived in earnest, for we have had continual rain during the last ten days, which, if it does make travelling as well as out-door exercise impossible, brings joy to the farmer, who with its aid can make possible a good spring crop. The farmer has had much to contend with in the last year, not least of which has been the border of bandits that infest the island.

Following the plague, which has now practically disappeared, comes the cattle pest which is even of more concern to the Chinese in general. It has necessitated the Japanese taking a regulation calling for cattle inspection to avoid the markets being filled with diseased meat. The Chinese have consequently come forward with their usual bow and take every means to defeat the ordinance. Some time ago the Government constructed a fine covered market where all Chinese could obtain space for their wares. It was with the intention of freeing the principal street in Taipei from the host of Chinese who were accustomed to squat with their pigs, chickens, fish, vegetables, and all sorts of movable stands, including small sheds which they were able to construct speedily in a most mysterious manner from an innocent bundle containing a few bamboo rods, small pieces of board and some cloth, to such an extent that the road became absolutely useless as a thoroughfare. To avoid the new market being filled by a class of unfortunates who might think it good shelter, a small fee of a few cents a day was levied. Each dealer, upon the day he was required to enter the market, secured the large and substantial building erected and at a little cost, the Chinese refused, to a man, to enter them, unless the demand of a fee—which in reality would scarcely pay for the keep of the place—was rescinded. They can't be driven in and the question is how to dispose of the difficulty. To study the history of Hongkong might be of assistance, for, in looking over a sketch on the subject, which I have, I note that your city had to contend with the same difficulties, including bandits, for some years.

The police are unfortunately not affording the government the assistance to be expected, for, although they are few in number, it does seem that the existence of an armed body of bandits and the kidnapping of a twenty-year-old son of a rich man in the middle of the night from a house in one of the principal streets of Twan-tai, distant perhaps eight blocks from the wall of the capital city, might at least have been known to the police and the alarm given before the morning. A few days ago a police officer had occasion to be offended with the conduct of a small boy attached to one of the foreign hotels; the comrade of that establishment called the police officer to explain to him the difficulty, whereupon the latter, probably displeased with the inferior conduct of the comrade by the *queer*, kicked him and then striking him, broke a finger of the unfortunate Chinese. It is to be hoped that the Government will investigate the case and punish the officer as he deserves. It seems that the Government at Tokio would avoid much trouble if they would recall the pay of the Formosa officers a notch and then select the 1,500 police the Governor-General has called for more carefully.

At 10.30 last evening a very strong shock of earthquake was felt. Formosa is usually free of all such disturbances and the shock last night was the most severe that has been known since 1869. It naturally created quite a little consternation. I know of no damage having been done, however, except the falling of plaster in several houses.

**DISASTROUS VOYAGE OF THE "BLACKBRAES."**

STARTLING TALE OF MISAP AND MISFORTUNES.

San Francisco, January 7th.

The belated British ship *Blackbraes*, battered by a hundred storms, tried to make her way and twice so disabled that she had to put into the nearest port for repairs, dropped anchor in the harbour yesterday forenoon. Partial reports of the disasters that overtook her on the Atlantic have been given from time to time, but until now nothing has been said of her battle with a hurricane off the Horn, when the crew, ill from the effects of the salt water that had leaked into the forecastle tanks, were compelled to work day and night for nearly five weeks to keep enough canvas on the yards to hold the ship steady in a howling gale.

The weather was bitterly cold, and the rigging covered with ice. For thirty-five days the *Blackbraes*, half a wreck from a battle with a terrible hurricane, labored through the heavy seas. Scarcely 200 miles were covered during the entire period. The suffering of the officers and crew alike was intense. The drinking water was so brackish that only a mouthful could be taken at a time, or probably two or three if it were boiled with tea or coffee. From eight to ten of the forecastle hands were down with scurvy all the time. The ship had to be worked shoreward against the greatest odds. Salt after salt was blown into ribbons. The men had to clamber into the lead rigging, unbend the remnants, carry them below decks to thaw out the ropes, haul them aloft again and bend them to the yards. This work went on almost incessantly, night and day, until the men were so worn out and sick that they would gladly have lain down and submitted to fate.

The strangest part of the story is that not a man was lost on the perilous voyage and all have come into port sound of health and limb. When the storm subsided the *Blackbraes* was forced to put back to Montevideo for extensive repairs. She lay there for five months, and the crew, as they now appear, are so bronzed, weather-beaten and bearded that they resemble more a gang of Malay pirates than the faded, sturdy subjects of Queen Victoria they profess to be.

The *Blackbraes* first left Liverpool with a valuable assorted cargo for this port on November 8, 1895, but was so damaged by a succession of heavy south-east gales, that she had to put back to Breitenhead for repairs. While lying in the dock there she was run into by a steamship and again considerably damaged. It was January 20, 1896, before she was again ready for sea. Her misadventures during the voyage are best related by Captain Chisholm in his report to the Merchants' Exchange. He says: "We had southwesterly winds to lat. 27 north. Took the north-east trades in lat. 37 north and carried them to lat. 3 north. Crossed the equator in long. 32 west. Took the south-east trades in lat. 2 north and carried them to 15 south. Had variable winds to the River Plate and a succession of southerly and westerly gales off the river. April 9th, off Staten Island had northerly and southwesterly gales from thence until April 17th. April 17th, off Cape Horn, had a heavy hurricane from north-north-west to south-south-west, lasting 40 hours, throwing the ship on her beam ends, shifting the cargo and blowing away a complete set of sails. Broke about 30 deck stanchions and carried away both forward bulkheads and started the deck house. It carried away the port main rail, and did considerable damage to the masts and rigging gear. Did a voyage

of westerly gales until April 23rd, when we had a very heavy gale to the westward of the Diego Ramirez, when the ship sprung a leak and started the decks, the salt water going through the cargo and into the fresh water tank. Headed the ship for Falkland Islands; arrived off the islands on May 13th, when we had a heavy south-south-east gale and had not sail enough to hold the ship up, had to keep off for Montevideo. Arrived at Montevideo on May 23th. We discharged a large portion of the cargo, repaired ship and loaded all the cargo with the exception of about 250 tons of salt, and sailed October 15th."

The remainder of the voyage was without particular incident, except that a strong south-west gale off the Horn carried away a number of sails. The sun up the west coast was made in good time, and during the fair weather the vessel was put in excellent trim.

The *Blackbraes* was built in England in 1892, and this is her second visit to this port in command of Captain Chisholm. On the occasion of her last visit here she was attended by ill fortune, being laid up for several months without a charter. She has cost the insurance companies a deal of money, for she was on the drydock at Montevideo. Her cargo is also considerably damaged by the salt water.

## NOTANDA.

## CALENDAR.

Meteorological notes based on ten years' observations to 1886.

Barometer ..... 30.141  
Thermometer ..... 57.3  
Humidity ..... 79  
Rainfall ..... 1.76 inches.

## TO-DAY.

Barometer ..... 30.37 30.15  
Thermometer ..... 50 52  
Humidity ..... 75 72  
Rainfall ..... ..

## TO-MORROW.

Thursday, 18th February, 1897.

Chinese—17th day of 1st moon of 28th year of  
Jewell—18th Adar, 1887. [Kwong-shi.  
Mohammedan—16th Ramadan, 1314.

Sun—Rises ..... 6hr. 52min.  
Sets ..... 5hr. 57min.  
High water—Morning ..... 10hr. 10min.  
Afternoon ..... 4hr. 37min.  
Low water—Morning ..... 4hr. 10min.  
Afternoon ..... 8hr. 32min.

## ANNIVERSARIES.

1546—Martin Luther died.  
1835—The crew of the *Argyle* released by the Chinese authorities at Canton.  
1841—A boat of H.M.S. *Nimrod* fired on by the Chinese at Wanchow Island.  
1883—The U.S. man-of-war *Albatross* wrecked on the East Linnock near Swatow.  
1884—Telegraphic communication between Hongkong and Saigon established.

## TO-MORROW.

Friday, 19th February, 1897.

Chinese—18th day of 1st moon of 28th year of  
Jewell—17th Adar, 1887. [Kwong-shi.  
Mohammedan—16th Ramadan, 1314.

Sun—Rises ..... 6hr. 51min.  
Sets ..... 5hr. 57min.  
High water—Morning ..... 10hr. 38min.  
Afternoon ..... 4hr. 38min.  
Low water—Morning ..... 4hr. 38min.  
Afternoon ..... 8hr. 32min.

## ANNIVERSARIES.

1817—Lord Amherst's Embassy shipwrecked in the Java Sea while returning from China.  
1839—Melancholy suicide of Mr. T. M. Farmer of Chefoo, at Hongkong.  
1894—Messageries Maritimes steamer *Salgon* wrecked near Polo Cambi.

## SHIPPING AND MAIL NEWS.

## MATES DUE.

French (*Malbourne*) to-night.  
American (*City of Rio de Janeiro*) to-morrow.  
English (*Kaiser-i-Hind*) 21st inst.  
India and Straits (*Kutlung*) 21st inst.  
Australian (*Memorial*) 22nd inst.  
Canadian (*Empress of Japan*) 25th inst.  
Tacoma (*Tacoma*) 3rd prox.  
American (*Galle*) 4th prox.  
Tacoma (*Victoria*) 6th prox.  
American (*City of Peking*) 15th prox.

The silk steamship *Pelican* arrived in New York on the 13th inst.

The F. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., left Shanghai for this port at 10 a.m. yesterday.

The Agents (Messrs. Dowell, Carill & Co.), inform us that the Northern Pacific Steamship Co.'s steamer *Olympia* arrived at Tacoma on the 16th inst.

The China Mutual S. N. Co.'s steamer *Oanfa*, from Glasgow and Liverpool, passed the Canal yesterday, and may be considered due at Singapore on or about the 8th prox.

## SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

Ningchow ..... Steamer, from Singapore  
Nippon ..... " " Kobe  
Germania ..... " " Samarang  
Sikh ..... " " Liverpool  
Kalgan ..... " " Canton  
Tallang ..... " " Canton  
Hailong ..... " " Tamul  
Lousi ..... " " Bangkok  
Hongkong ..... " " Penang

Aggregating 12,114 tons register.

## DEPARTURES.

Typhoon ..... Steamer, for Hellow  
Hailan ..... " " Swatow  
Loomoon ..... " " Canton  
Kwongshing ..... " " Canton

Aggregating 4,163 tons register.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Leda ..... In Kowloon Dock  
Cyra ..... " " " "  
Frydrik ..... " " " "  
Kiangnan ..... " " " "  
Tamarind ..... " " " "  
Nanchang ..... " " " "  
Talyang ..... " " " "  
Sparin, H.M. .... " " " "

## SWATOW.

Arrivals. From Agents.  
Feb. 16 Singapore ..... M. & S. B. & S.  
" Kiangnan ..... Kutchinohs J. M. & Co.  
Feb. 17 Hailong ..... Amoy ..... M. & Co.  
" Thalei ..... Amoy ..... M. & Co.  
Departures. For Agents.  
Feb. 16 Singapore ..... M. & S. B. & S.  
Feb. 17 Hailong ..... Hongkong ..... M. & Co.  
" Thalei ..... Amoy & T. S. M. & Co.  
In Port—Ningchow.

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the other giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it—Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong. [Adv.]

## Auction.

## AUCTION.

## PRELIMINARY NOTICE.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION ON TUESDAY, the 23RD FEBRUARY, 1897, AT 3 P.M. Opposite the CITY HALL, One rejected SUBSCRIPTION GRIFFIN and upwards of FIFTY PONIES.

Suitable for Racing, Polo, etc. Selections from the Largest Stables. Further entries received until Noon on day of Sale.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th February, 1897. [303]

## Intimations.

## BANK HOLIDAY.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. TO-MORROW (FRIDAY), the 19th instant, respectively:—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA; T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency, G. G. F. AGUSTIN, Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, CHANTREY INCHBALD, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, NAO NABEKRA, Agent.

Hongkong, 16th February, 1897. [299]

## INSURANCE HOLIDAY.

## HONGKONG RACES.

THE OFFICES will be CLOSED for the Transaction of Public Business at 11.45 A.M. TO-MORROW (FRIDAY), the 19th instant, respectively:—

JARDINE, MATHESON & CO., General Agents, CASINO INSURANCE OFFICE, LD. General Managers, HONGKONG FIRE INSURANCE CO., LD.

N. J. EDE, Secretary, UNION INSURANCE SOCIETY OF CANTON, LD. L. KENYARD DAVIS, Acting Agent, NORTH-CHINA INSURANCE CO., LD.

W. H. RAY, Secretary, CHINA TRADERS' INSURANCE CO., LD. SHEWAN, TOMES & CO., Agents, YANOTSEE INSURANCE ASSOCIATION, LD.

GEORGE L. TOMLIN, Acting Secretary, CHINA FIRE INSURANCE CO., LD. WM. MACBEAN, Manager, THE STRAITS INSURANCE CO., LD.

Hongkong, 16th February, 1897. [288]

## HONGKONG JOCKEY CLUB.

## RACE MEETING, 1897.

## TO-MORROW (FRIDAY), the 19th February.

TICKETS of ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD. Price \$1 for the Meeting. The Gate for the DAY may be Purchased at the Gate; Price \$5 each. No one admitted without a TICKET, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, 16th February, 1897. [300]

## HONGKONG JOCKEY CLUB.

## THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND AND ENCLOSURE during the RACES on the 19th inst.

T. F. HOUGH, Clerk of the Course.</



## Intimations.

It is  
**WASTE OF TIME**  
for us to "put" our preparations, as every maker's goods are "the best" in his own estimation.

**PEACH-BLOSSOM SOAP**  
AND  
**CHAMPAGNE BITTERS,**  
are number ONE.

Proprietors,  
Hongkong, 13th February, 1897.

**WATKINS & CO.,**

**THE CLUB HOTEL**  
5, BUND, YOKOHAMA.

**HOTEL METROPOLE,**  
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maitre in attendance.

The Hotel steam-lunch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge. THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

**E. V. SIOEN, Manager,**  
YOKOHAMA.

**L. DEWETTE, Manager,**  
TOKYO.

**Dr. KNORR'S ANTIPIRYNE**

"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

**ARGONIN.**

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhea to 1 to 2 per cent. solution. It has a similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is recommended that the directions on the boxes for making solutions shall be implicitly followed.

**CHINA EXPORT, IMPORT & BANK CO.,**

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!

**THE GRILL ROOM,**  
2, QUEEN'S ROAD.

**THE LEADING CATERERS**

ON  
TUESDAYS,  
GREEN TURTLE STEAKS for Tiffin.  
GREEN TURTLE SOUPS for Dinner.

SALADS and DELICIOUS ENTREES sent to Private Houses at shortest notice.  
WEDDINGS, PRIVATE PARTIES, TIFINS and DINNERS, a Speciality.  
Hongkong, 14th December, 1896.

**For Sale.**

**COYLES! COYLES! COYLES!**  
ALL THE RAGE!

"Cheap at any Price" is the verdict of all Cycles who have tried the  
"DEFIANCE"

Suitable for LADIES and GENTLEMEN.

THE Underigned have received a Small Consignment of the Famous  
"DEFIANCE"  
Bicycle and are offering them for Sale at Prices within the reach of everybody.

Also!

**SAFES! SAFES! SAFES!**  
of best Japanese make and just the same as those that stood the test of fire admirably in the great conflagration at Kobe about a year ago.

FOR SALE  
AT MODERATE PRICES  
and are equal to and cheaper than English Safes.

From 2 feet to 2 feet 6 inches.  
Cycles and Safes now on View at  
L. M. ALVARES & CO.,  
Over A TAK'S STORE,  
Queen's Road Central.  
Hongkong, 6th February, 1897.

**NOW READY!**

**THE PROTEST and REMONSTRANCE**  
of the  
SHIPPING INTEREST  
Against the imposition of  
LIGHT DUES  
FOR THE SAKE OF REVENUE!

together with the whole of the correspondence that has recently passed between the GOVERNOR and the SENIOR UNOFFICIAL MEMBER OF COUNCIL and the Hon. T. H. WHITEHEAD and the GOVERNOR on the subject of

**SPECIAL LIGHT DUES;**  
and the correspondence between the Liverpool Steamship Owners' Association and the Board of Trade on the question of Light Dues, the Departmental Committee's report on the

**MERCANTILE MARINE FUND**  
and Sir GEORGE BARNARD-POLLARD's letter to the Times on the Mercantile Marine Fund, Fair-play's comments thereon, and a report on excessive Light Dues levied to the Bosphorus. Printed in handy form for transmission by the Mail or for ready reference.

**FOR SALE**

AT THE  
"HONGKONG TELEGRAPH" OFFICE.  
PRICE: 10 CENTS PER COPY.  
Orders can now be attended to by the  
MANAGER,  
Hongkong Telegraph Office,  
6, Pedder's Hill.

## Shipping.

## STEAMERS.

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"CHINGTU."  
Captain Innes, will be despatched TO-MORROW, the 19th instant, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 15th February, 1897. [201]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"FORMOSA."  
Captain Robson, will be despatched for the above Ports TO-MORROW, the 19th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARRAIK & Co.,**  
General Managers.

Hongkong, 17th February, 1897. [221]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR KOBE.

"TAIYUAN."  
Captain N. Nelson, will be despatched as above on SATURDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 16th February, 1897. [276]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR SHANGHAI.

"KWEILIN."  
Captain Ha Li, will be despatched as above on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 17th February, 1897. [322]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, SAMARANG AND SOERABAYA.

"FAUSANG."  
Captain N. Morcu, will be despatched as above on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.

Hongkong, 16th February, 1897. [315]

**THE Steamship**  
FOR SINGAPORE, PENANG AND CALCUTTA.

"LIGHTNING."  
Captain J. G. Spruce, will be despatched for the above Ports on SATURDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to  
**DAVID SASSOON, SONS & Co.,**  
Agents.

Hongkong, 13th February, 1897. [207]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

**STEAM TO SHANGHAI AND KOBE.**  
THE Company's Steamship

"MARIA VALERIE."  
Captain A. Felner, will leave for the above places on or about the 22nd instant.

For Freight or Passage, apply to  
**SANDER & Co.,**  
Agents.

Hongkong, 16th February, 1897. [216]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR TIENTSIN (DIRECT).

"KWEIHWANG."  
Captain Osterbrugg, will be despatched as above on THURSDAY, the 19th instant.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 15th February, 1897. [227]

**SAILING VESSELS.**

FOR SAN FRANCISCO.  
THE British Barque

"SUMBAYA."  
Reiberg, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.

Hongkong, 7th December, 1896. [266]

FOR NEW YORK.  
THE 3/3 A.I. American Ship

"BENJAMIN SEWALL."  
Sewall, Master, shortly expected from Shanghai, will load here and will be despatched by end of February.

For Freight, apply to  
**CARLOWITZ & Co.,**  
Agents.

Hongkong, 6th January, 1897. [106]

FOR SAN FRANCISCO.  
THE 100 A.I. British Ship

"FALLS OF DEE."  
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.

Hongkong, 4th February, 1897. [244]

FOR SAN FRANCISCO.  
THE American Bark

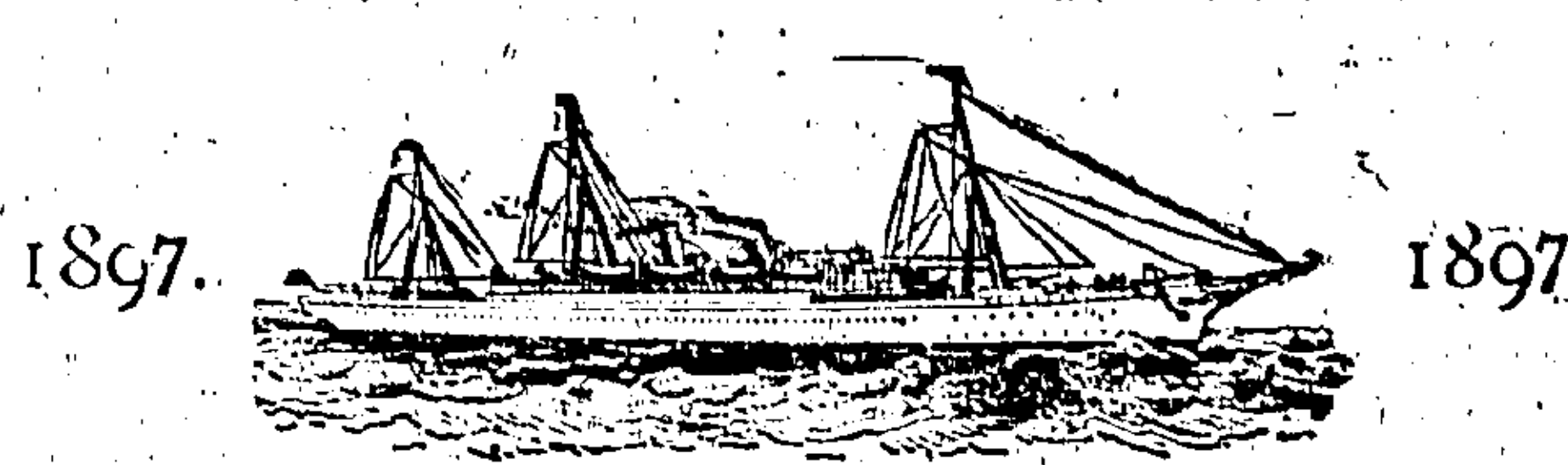
"COLOMA."  
Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.

Hongkong, 10th February, 1897. [279]

## Sails.

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE**



1897. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th March.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 7th April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
**D. E. BROWN, General Agent,**  
Pedder's Street.

Hongkong, 17th February, 1897. [3]

**OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ALL OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 2nd March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 23rd March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 13th April, at Noon.

THE U.S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd March, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked in address in full; and same will be received at the Company's Office until five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Europe beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 10th February, 1897. [2]

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE  
COMPOSITION RED HAND BRAND,  
HARTMANN'S GREY PAINT,  
DANIEL'S PATENT MOTOR LAUNCHES,  
&c. &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 14th March, 1897. [199]

## Mails.

**NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.**

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.  
The Railroad Travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Dynamar ..... 1,361 Tuesday ... Feb. 23.  
Tacoma ..... 1,349 Tuesday ... Mar. 2.  
Victoria ..... 1,367 Tuesday ... Mar. 23.  
Olympia ..... 1,368 Tuesday ... April 13.  
Eramar ..... 1,361 Tuesday ... May 4.

THE Steamship "DRAEMAR,"  
Captain Porter, will sail at Noon, on TUESDAY, the 23rd February, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to  
**DODWELL, CARILL & Co.,**  
General Agents.

Hongkong, 15th February, 1897. [4]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "RAVENNA,"  
Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.

Hongkong, 12th February, 1897. [5]

**NORDEUTSCHER LLOYD.**

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prinzess ..... Tuesday ... 1st March.  
Sachsen ..... Tuesday ... 30th March.  
Bayern ..... Tuesday ... 12th April.  
Prinz Heinrich ..... Tuesday ... 19th May.

ON TUESDAY, the 2nd day of March, 1897, at 5 A.M., the Company's Steamship "PREUSSEN," Captain P. Wittke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 27th Feb. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 1st March, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to  
**MILCHERS & Co.,**  
Agents.

Hongkong, 3rd February, 1897. [225]

Printed and Published by CHERRY DUNCAN at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.